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A MASTER PLAN FOR THE PROPOSED

VOYAGEURS

NATIONAL PARK • MINNESOTA

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A MASTER PLAN FOR THE PROPOSED

VOYAGEURS

NATIONAL PARK • MINNESOTA

National Park Service

U.S. DEPARTMENT OF THE INTERIOR

Along rocky cliffs.

A VOYAGEUR'S LIFE

I have now been forty-two years in this country. For twenty-four I was a light canoe-man; I required but little sleep, but sometimes got less than I required. No portage was too long for me; all portages were alike. My end of the canoe never touched the ground till I saw the end of it. Fifty songs a day were nothing to me. I could carry, paddle, walk, and sing with any man I ever saw. During that period, I saved the lives of ten Bourgeois, and was always a favorite, because when others stopped to carry at a bad step, and lost time, I pushed on—over rapids, over cascades, over chutes; all were the same to me. No water, no weather, ever stopped the paddle or the song. I had twelve wives in the country, and was once possessed of fifty horses, and six running dogs, trimmed in the first style. I was then like a Bourgeois, rich and happy. . . . I wanted for nothing; and I spent all my earnings in the enjoyment of pleasure. Five hundred pounds, twice told, have passed through my hands; although now I have not a spare shirt to my back, or a penny to buy one. Yet, were I young again, I should glory in commencing the same career again, I would willing spend another half-century in the same fields of enjoyment. There is no life so happy as a voyageur's life, none so independent; no place where a man enjoys so much variety and freedom as in the Indian country. Huzza! Huzza! pour le pays sauvage!

By an old voyag**eur**

The forested lake country along Minnesota's northern border was once the scene of an epic chapter in North American history. For a century and a half, French-Canadian voyageurs plied this maze of lakes and streams in frail bark canoes, transporting vast quantities of furs and goods between Montreal and the far Northwest. Hardy and energetic, these remarkable canoemen became the mainstays of the fur trade when it was the chief industry of the continent. "His canoe has long since vanished from the northern waters," one writer has reminded us, "his red cap is seen no more, a bright spot against the blue of Lake Superior; his sprightly French conversation, punctuated with inimitable gesture, his exaggerated courtesy, his incurable romanticism, his songs, and his superstitions are gone."

The voyageur may be gone, but the land and waters he traveled are still with us, altered in a few places along the international boundary, essentially the same in most. Though the region still suggests the voyageurs' legacy to both Nations, certain portions are more important today as recreation assets. This report is concerned with the establishment of a National Park in a small part of this region—the area on and around Minnesota's Kabetogama Peninsula.

The growth of various commercial activities in this area in recent years makes it clear that the opportunity to preserve these nationally significant lands and waters as a many-faceted public park is rapidly passing and, if not acted upon soon, may be lost entirely. This report is intended to point out what is at stake on the peninsula, what visitors could expect if a National Park were established there, and how such a park would affect the people of the surrounding area.

Today from the water this stretch of lake country looks much as it did during voyageur days. It has all the wildness and immense scale associated with the northern shield region: a land surface shaped by continental glaciation into an endless system of internal waterways, and a sense of vastness, reinforced by the uniformity of the forest mantle. On the peninsula, stands of fir, spruce, pine, aspen, and birch reach down to the water's edge, broken here and there by bogs, sand beaches, and cliffs. The waters surrounding the peninsula range from narrows of less than 100 feet in width to lakes several miles across, irregular in shape, dotted with islands, and accented with rocky points and promontories. Three lakes dominate the area within this proposal: Namakan, Kabetogama, and Rainy.

The proposed Voyageurs National Park would encompass some 164,000 acres, of which about 60,000 are water. The main body of land would be Kabetogama Peninsula. Some 75,000 acres in extent, it is heavily forested, relatively undeveloped, and accessible principally by water. The interior holds a number of lakes which can be reached only by foot. The north shore has a sharply broken front, with many small bays and hidden coves. Numerous small islands lie off the south shore, and along both shores are many places with smooth, glaciated rock, well suited for camping and picnicking. Altogether, it is a land and water environment of great character, high esthetic interest, and considerable recreational potential. A Voyageurs National Park would offer to visitors, in a setting reminiscent of the world the voyageur knew, a kind of experience found nowhere else in the National Park System.

Interest in preserving this part of the Minnesota border country goes back a number of years. In 1891 the Minnesota State legislature petitioned the President of the United States to "set apart a tract of land along the northern boundary of the state, between the mouth of the Vermillion river (Crane Lake) on the east and Lake of the Woods on the west, not less than forty thousand . . . acres in extent, for a national park." Though Congress never acted on this recommendation, the State persisted in its efforts to secure a park in the region. Other areas were suggested and studied from time to time, but no National Park was established.

The idea of a National Park on the Kabetogama Peninsula was revived in the 1960's when the State asked the Park Service to study the area east of International Falls to determine its suitability for inclusion in the National Park System. In September 1964, after numerous field investigations and studies, the Park Service issued its initial report, recommending the National Park. A few months later the University of Minnesota, Duluth, released an economic impact report. These reports were widely distributed in the State, and public meetings were held to explain and discuss the proposal. Wherever possible, the pertinent suggestions put forward during this review and the additional data collected during further field studies have been incorporated into this master plan. This report now presents the recommendations of the National Park Service on the proposed Voyageurs National Park in Minnesota.

Ancient rock exposures, vivid reminders of the glacial age, superlative lake country scenery, associations with the fur trade era, and a waterway system composed of interconnected lakes—these are the attributes that in combination make the Kabetogama Peninsula area nationally significant and worthy of preservation as a National Park. If set aside, this area would make available for both present and future generations valuable opportunities for water-based recreation.

National Parks fill a variety of recreational needs in the regions they serve. They are also great outdoor educational and research centers. One important Park Service objective here would be to increase public understanding and appreciation of the natural environment and the human past, from the days of the voyageurs through the logging era. If the park is established, thorough studies of the resources of the area would be made. They would guide not only interpretive programs but also resource management programs aimed at perpetuating the natural environment while meeting visitor needs. Some of the salient aspects of the area are briefly discussed below.

The Natural Setting

The landscape as we know it today represents both the oldest and newest chapters in continental development: 2½-billion-year-old sedimentation and 10,000-year-old glaciation. This area stands on the southern edge of the Canadian Shield. It has passed through all the earth building eras, yet only the most ancient rocks remain. The exposed bedrock, largely the product of sedimentation during Precambrian times, is the root of an ancient highland, planed off by a half billion years of erosion.

This bedrock exhibits a subtle network of scars and lines cut by the advance of glacial ice in fairly recent times. As the great ice sheets ground southward, they scraped off the fertile mantle and gouged out basins, creating a magnificent system of interconnected lakes, large and small. The entire region was buried under an icecap perhaps a mile thick. The mantle was deposited farther south along with other residue, creating the fertile midlands. In the lake country the glaciers left their signature in the form of long grooves, rounded and smoothed rocks, and irregular shorelines, of which there are numerous examples in the proposed park.

The glaciers left a barren land, and even today there is much exposed rock relatively free of plantlife. Most of the land surface has long since become thinly covered with soil, from which has sprung an amazing variety of plant forms. Before the lumber industry moved in about 1880, a great coniferous forest, interspersed with deciduous trees, covered most of the peninsula. The logging operation since then has drastically altered the local ecology, but a few groves of Norway, jack, and white pines have been preserved along the shorelines through the wise policies of Federal, State, and private landowners. Dense stands of black spruce and occasionally cedar and ash grow in boggy areas. At higher elevations the main species are aspen, birch, balsam, white spruce, oak, and maple.

A variety of mosses, ferns, and lichens cover the rocks as well as the forest floor. Wild rice grows in shallow bays and streams, and cranberry bogs are common. The important shrubs are hazel, dwarf birch, mountain maple, alder, and sumac, while in low places the prevalent species are heathers, Labrador tea, dwarf kalmia, and leatherleaf. The flowering season begins in May with the trailing arbutus, continues through summer with the twin flower, dwarf dogwood, clintonia, fringed gentian, polygala, and pitcher plant, among others, and ends in October with the large-leaved aster.

The wildlife here is that typical of the northern forest. Though caribou and wolverine are gone, ecological studies may indicate the feasibility of restoring the caribou to the area. Other original species like moose, deer, black bear, and timber wolves remain. Beavers thrive among the aspen and birch of the peninsula. Other species present are the snowshoe hare, porcupine, chipmunk, muskrat, fox, red squirrel, mink, weasel, skunk, otter, fisher, coyote, bobcat, and Canada lynx.

The most frequently seen birds are the purple martin, raven, Canada jay, bluejay, chickadee, crow, downy and hairy woodpeckers, vireos, crossbills, and various warblers. Mallards, mergansers, black ducks, and the wily loon—the State bird—nests and feeds in the peninsula's many bays and lagoons.

The area has long been famous for its sport fishing, notably walleye, northern pike, trout, and bass. Other fish here are crappies, sturgeon, tullibee, whitefish, sauger, perch, and sucker. Shoe Pac Lake on the peninsula has muskellunge.

Route of the Voyageurs

The proposed National Park would embrace one of the most important segments of the voyageurs' highway during the 18th and early part of the 19th centuries. East of this area the three branch routes originating on Lake Superior came together to form

the trunkline. West of the area, beyond Rainy Lake, feeder routes branched off into the hinterlands. This section was thus the funnel through which nearly all the voyageur traffic passed: furs to the east and goods, explorers, missionaries, soldiers, and settlers to the west. Except for several portages between Namakan and Rainy Lakes and a handful of descriptions by early travelers, no physical evidence of historical significance remains within the area. Only the setting for an important part of the drama of the fur trade is left.

A leading historian of the fur trade, Harold A. Innis, assessed the route this way:

The opening of this route ensured for the French and established control over the rich fur-bearing territory of the Northwest, and enabled them to compete with the English in Hudson Bay . . . A road had been opened to the heart of the rich fur country as a check to competition from Hudson Bay and a relief from the difficulties of the south.

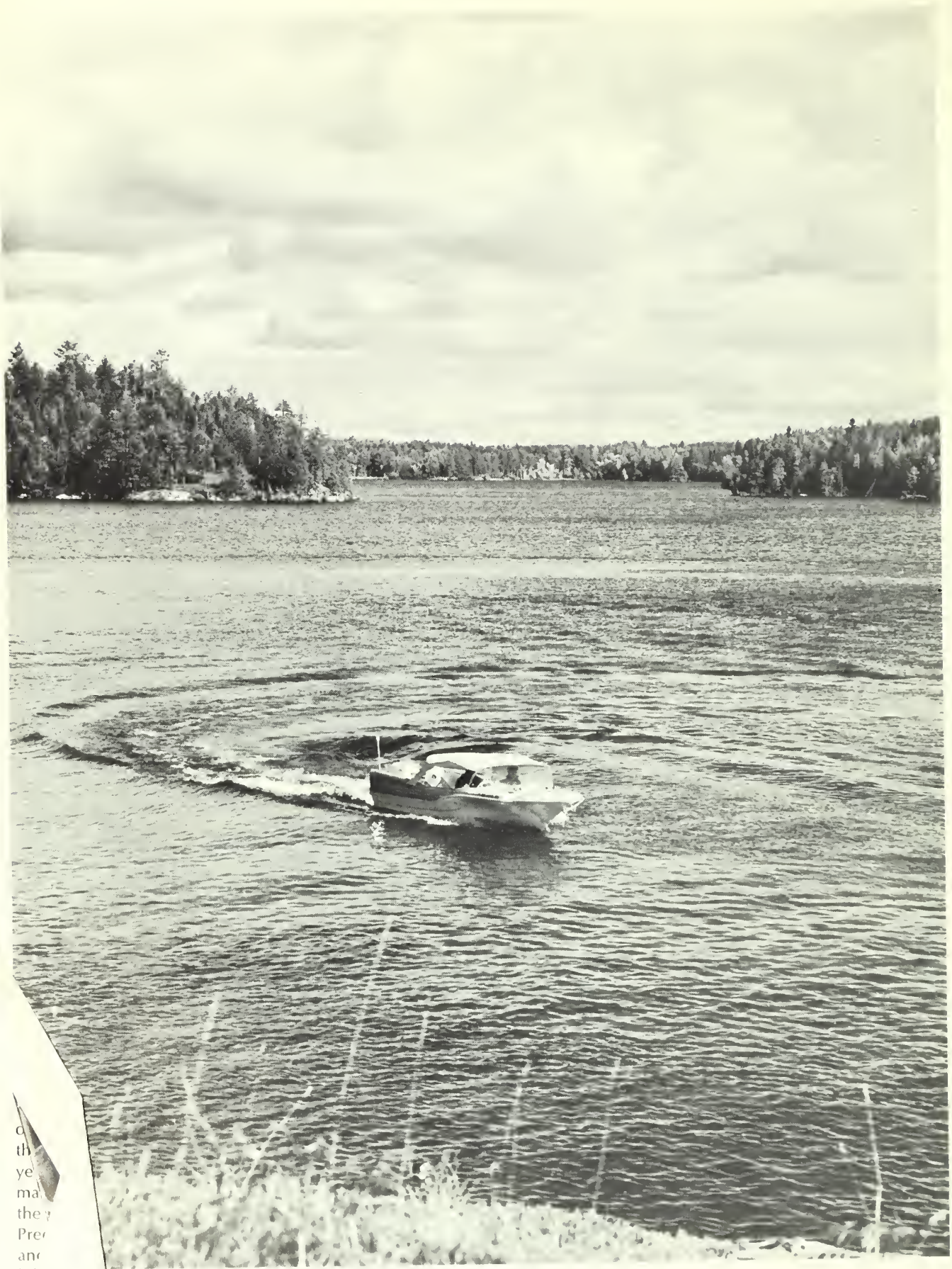
The voyageurs' travels left one decisive imprint on the map of North America. At one time or another France, England, and the United States had claimed the Quetico-Superior region. When the Webster-Ashburton Treaty of 1842 firmly established the international boundary, it drew the line along the Pigeon River route from Lake Superior to Lake of the Woods, which it defined as the "customary waterway" of the voyageur.

VOYAGEUR ROUTES BETWEEN LAKE SUPERIOR AND RAINY LAKE

Over the rapids.

A canoe party bivouac.

All three voyageur paintings are by Francis Ann Hopkins.



On Namakan Lake.

The glaciated lake country along Minnesota's northern border represents an important recreational asset to the Nation. A Voyageurs National Park would complement the other public parks and private facilities in the region that have been established to meet a constantly increasing demand. Whereas much of the Quetico-Superior is virtual wilderness and the major portion is accessible only by canoe, the Voyageurs park would be used by all types of boats, from canoes to large inboards.

Significance

The proposed Voyageurs National Park is nationally significant for a combination of qualities: *Geology*—ancient rock exposures of the Canadian Shield and a landform characteristic of the northern glaciated lake country. *Scenery*—superlative land- and waterscapes, composed of lakes, islands, coves, rocky shores, and an impressive forest cover. *History*—important associations with the fur trade era. The Namakan-Rainy Lake route was perhaps the most traveled segment of the voyageurs' water highway into the Northwest. *Waterways*—a magnificent network of large and small lakes that are easily accessible and permit a variety of water-based recreational opportunities for large numbers of people without impairment of the basic resources of the area.

Suitability

On a number of counts, the area is well suited to park purposes. There are few man-made structures within the proposed boundaries. This area lends itself to the intepretation of its natural features as well as places and settings associated with the voyageurs. There is room for many different activities without conflicting with basic preservation objectives. Visitors can easily get to the area by car, boat, or float plane. Within the park, the boat would replace the car as the primary means of transportation. Few miles of roads would be built, and none of these would be on the Kabetogama Peninsula.

Feasibility

What is the present pattern of landownership of the approximately 104,000 acres within this proposal?

Thirty-six percent of the land (35,900 acres) is now publicly owned. The U.S. Forest Service administers 7 percent, which could be transferred to the National Park Service. Twenty-six percent (25,000 acres) is State land. Should the State wish to donate these lands, it would help greatly in establishing the park. Three percent is county land.

Forty-six percent of the land (48,200 acres) is owned by the Boise Cascade Corporation. These lands could be acquired through exchange agreements or through direct negotiations at fair market value, or a combination of both methods.

The 18 percent of the land (19,500 acres) owned by other individuals would be acquired through direct negotiations at fair market value. Every effort would be made to avoid any personal hardship. If an owner of improved property so desired, the Park Service would buy the property subject to life tenancy or a specified period of occupancy except in those few instances where occupancy would seriously impair basic preservation or public-use purposes. Cabin owners on State lands within the park would remain under State jurisdiction until arrangements satisfactory to the State and the leaseholders are made.

Today the park area supports two basic industries: logging and the businesses and resorts that cater to vacationers. Economists from the University of Minnesota, Duluth, have estimated that the gains to the recreation sector of the local economy brought by the park would more than make up for any temporary losses.

The University economists have estimated that within 10 years after establishment of the park, annual tourist spending in resorts, motels, and hotels only should double from $2 million to more than $4 million. A 1968 economic impact study by the State of Minnesota estimates that tourist expenditures in the local area for lodging and other services would far exceed this figure. Though National Parks are not established for economic reasons, they nevertheless bring significant economic benefits to nearby communities and businesses.

The boundaries of the park were carefully drawn to exclude as much timber land and as many resorts as possible. Out of some 52 resorts in the immediate vicinity, only six resorts lie within the proposed boundaries. If the park is established, the resorts outside the boundaries could expect to benefit economically by the increased visitation.

Ultimately, the six resorts within the park would be acquired at fair market value. The only controls on resorts and private property adjoining the park would be those imposed by State or local agencies. Use permits, similar to those now issued by the State, would be required for private docks and other facilities on the lakes. Guests at resorts would not be required to have permits or pay fees except those charged the general public for the use of certain facilities, such as boat docks and launching ramps provided within the park by the Park Service.

This section of the master plan outlines ways of managing and developing the resources of the park for their highest and best use.

Purpose and Objectives

The fundamental purpose of the proposed Voyageurs National Park would be to restore and maintain the physical scene that the historical voyageurs once knew and to convey the atmosphere and quality of this magnificent border lake country to visitors. To accomplish this purpose, it would be the objective of the National Park Service to: 1. Provide for a wide range of visitor uses beyond those presently available. 2. Provide adequate protection of park values and, through intensive resource studies, a sound management program to restore the historical scene. 3. Offer comprehensive educational programs to both park and private resort visitors and to the surrounding communities to increase their understanding and appreciation of the park's values. 4. Encourage educational institutions and other groups and agencies to conduct research in the park. 5. Provide visitor information service throughout the area, in cooperation with local groups and businesses. 6. Adhere to quality standards of design and visitor service. As a design theme, all facilities should be organically related to the area itself. The Park Service will cooperate with private owners so that the general environment can make a positive contribution to the experience of visitors. 7. Work in cooperation with State and local agencies to improve, or wherever possible restore, esthetic access to the park. This may require such measures as landscaping approach roads, zoning, and general improvement of the roadside environment. 8. Provide complementary developments for visitor use in cooperation with the U.S. Forest Service, the Minnesota Conservation Department, the Canadian and Provincial Parks, and local agencies.

The Visitor

One of the major goals at this park would be to re-create the setting that the historical voyageurs knew. For this reason, and because of the availability of a natural system of waterways, the Park Service will disperse the developed areas and encourage the kinds of use that would carry people into the far reaches of the park. The developments proposed in this plan should not only help prevent unnecessary shoreline intrusions and undue crowding of facilities but greatly aid the preservation of the natural environment. About 50 miles of interpretive and hiking portage trails are planned for the peninsula. Besides the primitive campsites and Adirondack shelters proposed for the peninsula, there will be similar facilities (field selected) on appropriate islands throughout the park. These sites should appeal to those seeking a degree of remoteness and the sense of isolation offered by the islands.

It is estimated that 5 years after the park is established, it would attract approximately 1,300,000 visitors a year. These visitors will probably fall within one of three categories, based on length of stay: day-use visitors; weekenders; and those planning an extended stay. The areas proposed for development are shown on the General Development Plan, along with the major activities that would be available at each site. Three of these areas would be accessible by car. Additional smaller developments are planned for the islands, interior lakes, and other sites throughout the park. Private businesses can meet the demands for increased access to water outside the proposed park boundaries.

Activities for day-use visitors would include fishing, picnicking, hiking, shore strolling, photography, nature study, interpretive programs, and boating. During the winter there would be snowmobiling, ice fishing, ice skating, and cross-country skiing.

Weekenders and longer term visitors could camp, and their boating, fishing, and hiking could carry them over a wider area. They would also have more time for the park's interpretive programs.

The park's story would be told in many different places and by many different means. Important natural features and historical events would be interpreted in place—perhaps by folders, signs, demonstrations or audio stations—and talks and slide programs would be presented at campground amphitheaters throughout the park. The visitor centers would be the primary orientation points for visitors. Their exhibits would emphasize what to do and see.

In content, interpretive activities would combine two major themes—the natural environment and the history of the region. "The Voyageur and the Land" might be a typical subject for such an approach. The role of glaciers in shaping the region can be interpreted at numerous sites throughout the park. The story of vegetative recovery and its relationship to wildlife and the area's history is best exhibited on the peninsula. The colorful days of the lumberjack, the logging industry, and the more recent paper pulp industry would also be dealt with.

Many visitors could enter the park by road, water, or air from both countries without encountering any

major visitor facility; most visitors would go directly to one of the three major development areas: Neil Point, State Point, or Sullivan Bay. The accompanying schematic plans show the locations of the main functions slated for these areas, as well as for Lost Bay, an area accessible only by boat.

The character of this park is such that with the developments proposed in this plan, visitors could experience this area in a variety of ways and at their own pace. What would a typical visit be like? Most families would enter the park at one of the three land access points. They could then go to the visitor center, see the informational displays on the park's features, and perhaps plan their stay and activities in consultation with a ranger. Overnight visitors could chose between staying at a campground inside the park, at a private campground outside the park, or at a nearby resort. That evening they could attend a campfire program.

Many visitors might spend all their time in or near one of the three major development areas or a resort. Without venturing onto the water, they could still participate in a number of activities: shore strolling, hiking, fishing, nature study, and the park's interpretive program.

The water would attract most visitors. Our hypothetical family could tour the park by boat, either their own or a concession's (available at the major development areas or private resorts). One trip might take the family from Neil Point across Rainy Lake (stopping frequently en route) to the Kettle Falls Hotel or the nearby campground for an overnight stop. The Park Service hopes to retain the old hotel, with all its charm and flavor. The next day or later the family could either return directly to Neil Point or change boats, pass through Namakan Lake into Kabetogama Lake, perhaps fishing on the way, and proceed on finally to Neil Point via a jitney bus. Alternatively, the concession boat could leave the family at a primitive campsite on the peninsula or an island and pick them up later at a prearranged time.

At Lost Bay, a 3 1/2-mile-long protected body of water on the south shore of the peninsula, the family would find a boat dock, camping and picnic sites, and Adirondack shelters. A hiking and portage trail would lead from Eks Bay north of Lost Bay to the interior lakes. During the winter it would be open for snowmobile use. For many visitors, a hike into the interior would be a rewarding experience. This is the best way to see the wildlife.

Resource Management

The Park Service's task in resource management would be to preserve and perpetuate the park's resources —historical as well as natural—for public use now and in the future.

A matter frequently brought up is the impact a million or more visitors a year would have on the park's resources. The Park Service is aware of the problem. Throughout the planning process, visitor impact has been a major consideration in locating developments. The General Development Plan identifies the areas of the greatest intensity of use. Most heavy use would be at the three development sites accessible by highway, at and near the resorts, and on Rainy, Kabetogama, and Namakan Lakes. All these areas can carry large numbers of visitors without harmful effects on the resources. The more primitive development sites along the shoreline of the Kabetogama Peninsula and the islands would also receive considerable use. In the case of the peninsula, the intensity of use would diminish as the interior is penetrated. Even this use would be channeled over hiking and portage trails to lessen the chance of adverse impact.

The Water—With the exception of Kabetogama Lake, which drains easterly into Namakan Lake, the major drainage pattern in the border lake country is from east to west. The protected Boundary Waters Canoe Area watershed for the most part drains into Namakan Lake and then northerly into Rainy Lake. Thus the waters entering the proposed park are not threatened by pollution. The Park Service, in cooperation with other Federal, State, or local authorities, would observe and maintain standards for public health and safety. All water supply and sewage disposal developments within the proposed park would be so designed and constructed as to prevent pollution from campgrounds, picnic areas, and boat-landings.

Because of the thin mantle of soil over the rock, refuse would probably be disposed of outside the area. If this is not feasible, it would be incinerated or handled by special means within the park.

Sport and commercial fishing would continue. Sport fishing would be an important recreational use. The rules and regulations of the State of Minnesota would apply to fishing in the park. The Park Service, in cooperation with the Fish and Wildlife Service and the Minnesota Department of Conservation, would conduct fishery management studies and institute practices to maintain and improve this resource to the extent possible. For instance, the State's muskie egg harvesting on Shoe Pac Lake could continue under a cooperative agreement.

Under the Webster-Ashburton Treaty, the international boundary waters are to be open for free use by the citizens of both Nations. In addition, the Land and Water Conservation Fund Act of 1965 specifically states there shall be no fees for use of waters. But where appropriate, entrance and user fees would be charged in accordance with applicable laws. The International Joint Commission of Canada and the United States will continue to control the lake water levels.

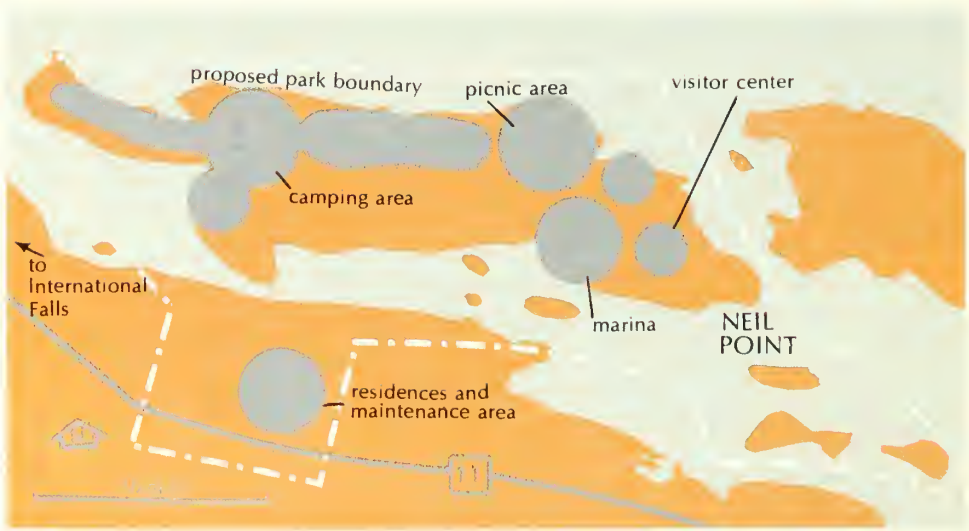
From roomy inboards on the large lakes to light canoes for coves and interior lakes, boating would continue to be the best way to see the area. The boating regulations of the U.S. Coast Guard, the State of Minnesota, and the National Park Service would apply. About the only change that establishment of the park would have on present boating habits would concern houseboats. They could use park waters freely, but not for residential purposes. Float planes could land at designated places within the park—and within the limits of safety—on waters next to private land in the park or private land bordering park waters. There would be no facilities for land-based aircraft in the park.

The summer would be the principal season at this park, but the Park Service has planned for winter use. Dog teams were used in the old days to get around the region in the snow. Today the snowmobile is becoming increasingly popular for both travel and recreation. Over-snow equipment would be appropriate in the park when used on existing roads, designated trails, and frozen lakes.

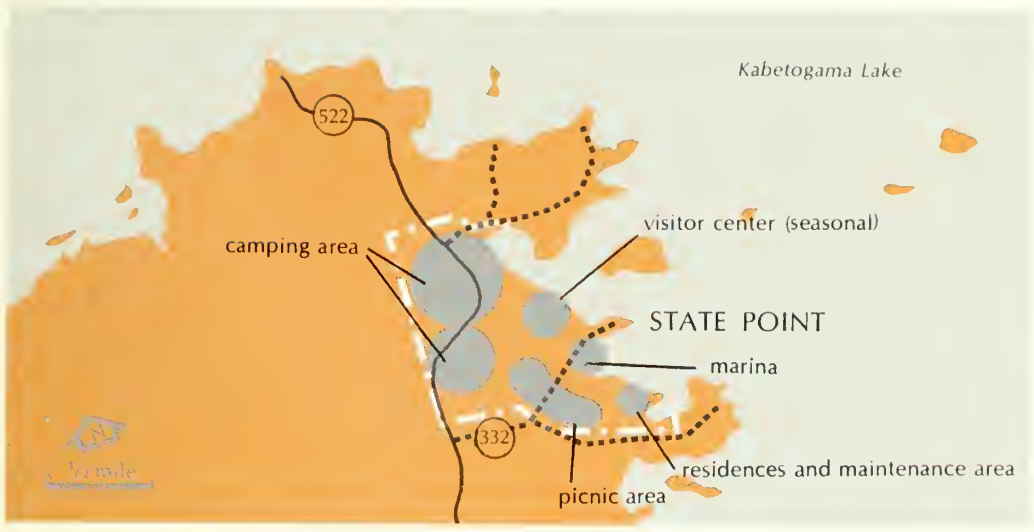
Conservation today means far more than just preserving our natural resources. It means their wise use and protection so that more and more people may enjoy and benefit from them.

Laurance S. Rockefeller

Lost Bay and Sullivan Bay development areas.



Neil Point development area.



State Point development area.

The Land—The Kabetogama Peninsula is large enough to achieve a number of resource management objectives. The principal objective would be to restore the woodland scene to approximately what it was during the voyageur era.

Early records indicate that forest fires occurred in the area. The fires were instrumental in creating a varied forest scene along the water courses. Thus some areas were climax forest, other subclimax. Any fire in the proposed park, other than one employed as a resource management tool, would be extinguished. Peninsula vegetation would be managed to present a composite of the early scene. Climax vegetation on the peninsula would favor the caribou, which might be successfully reintroduced. Subclimax would favor moose, deer and beaver. Thus there would be opportunities for visitors to see a variety of native wildlife in favorable habitats.

Epidemics of insects and disease which threaten the desired ecological balance would also be dealt with as they arise.

Since there would be no public hunting, no harvesting of timber, and no mining activities, the ecological balance of the peninsula would gradually change so that it would support less deer than at the present time. Good park management requires that the deer populations be kept to the level the area will carry in good health and without impairment to the soil, vegetation, or habitat of other animals. In addition to the loss of deer to predators protected in the park, the Service in cooperation with other Federal and State agencies would trap and transplant deer when feasible. Should trapping not prove adequate, other means of controlling deer and other ungulates would be undertaken as needed. As a last resort, direct reduction by National Park personnel would be employed. The Park Service will cooperate with the Minnesota Conservation Department on all wildlife management problems. Preliminary discussions have already been held.

Further Study—Many questions related to the details of the various resource management programs remain unanswered. We must determine the research needs for ecological and biotic sequences and the impact of present and potential visitor use. The Park Service will work closely with other Federal as well as State and local agencies and institutions in the research studies required for management programs. Studies would include but not be limited to the following subjects:

The possible reintroduction of caribou and the effects of the restoration of natural conditions on deer, moose, beaver, and other wildlife on Kabetogama Peninsula;

The role of the fire control program in protecting visitors, structures, and the vegetative cover while maintaining the desired environment;

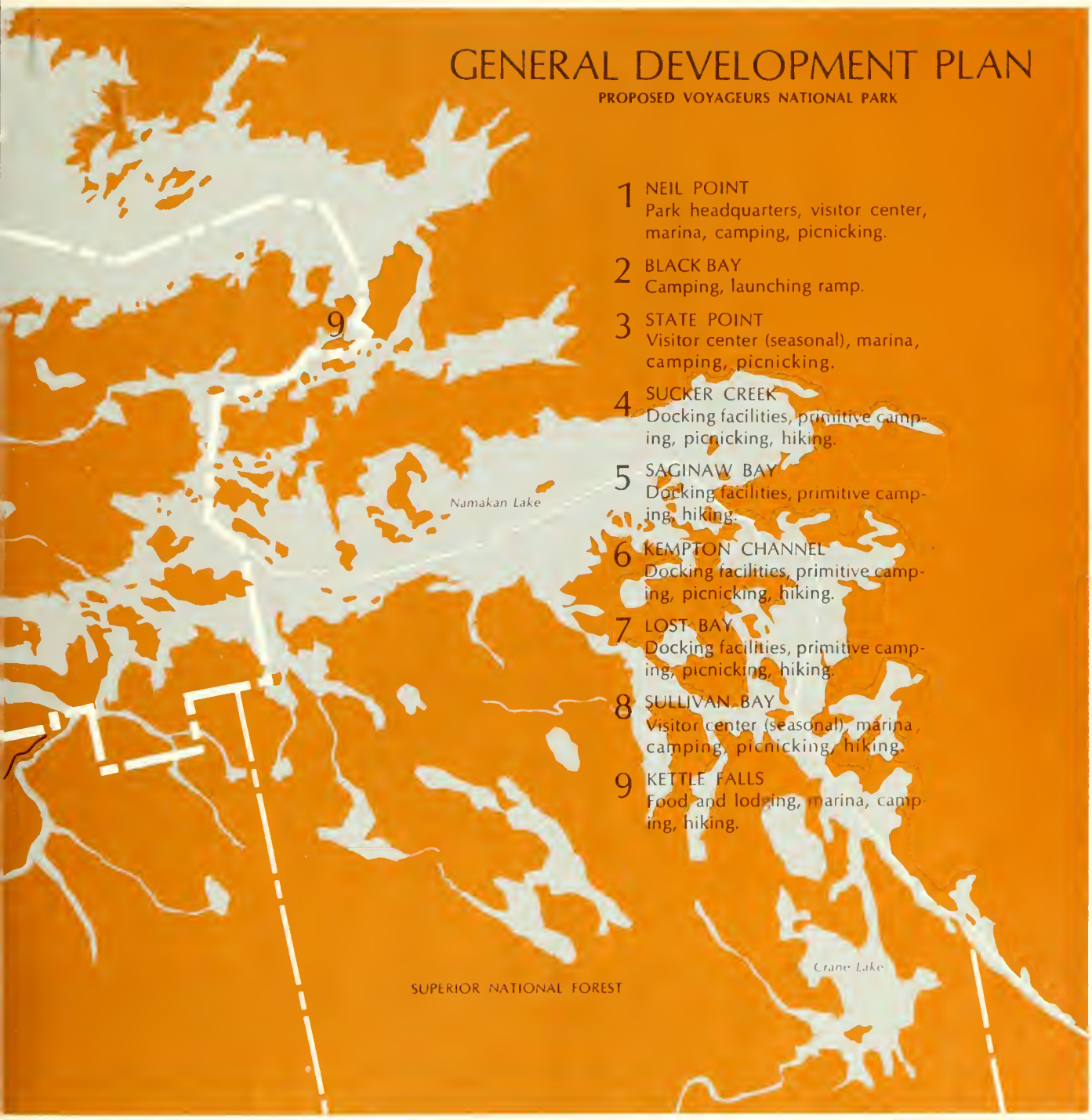
The improvement of the lake fisheries;

A survey of archeological and historical resources, giving the highest priority to proposed development sites.

Rainy Lake
CANADA
UNITED STATES
Rainy
5
1
11
to International Falls
6
2
Black Bay
KABETOGAMA
PENINSULA
4
Rat Root River
proposed park boundary
7
3
Kabetogama Lake
8
to International Falls
53
Ash River Trail
N
0
5
scale in miles

GENERAL DEVELOPMENT PLAN

PROPOSED VOYAGEURS NATIONAL PARK



1 NEIL POINT
Park headquarters, visitor center, marina, camping, picnicking.

2 BLACK BAY
Camping, launching ramp.

3 STATE POINT
Visitor center (seasonal), marina, camping, picnicking.

4 SUCKER CREEK
Docking facilities, primitive camping, picnicking, hiking.

5 SAGINAW BAY
Docking facilities, primitive camping, hiking.

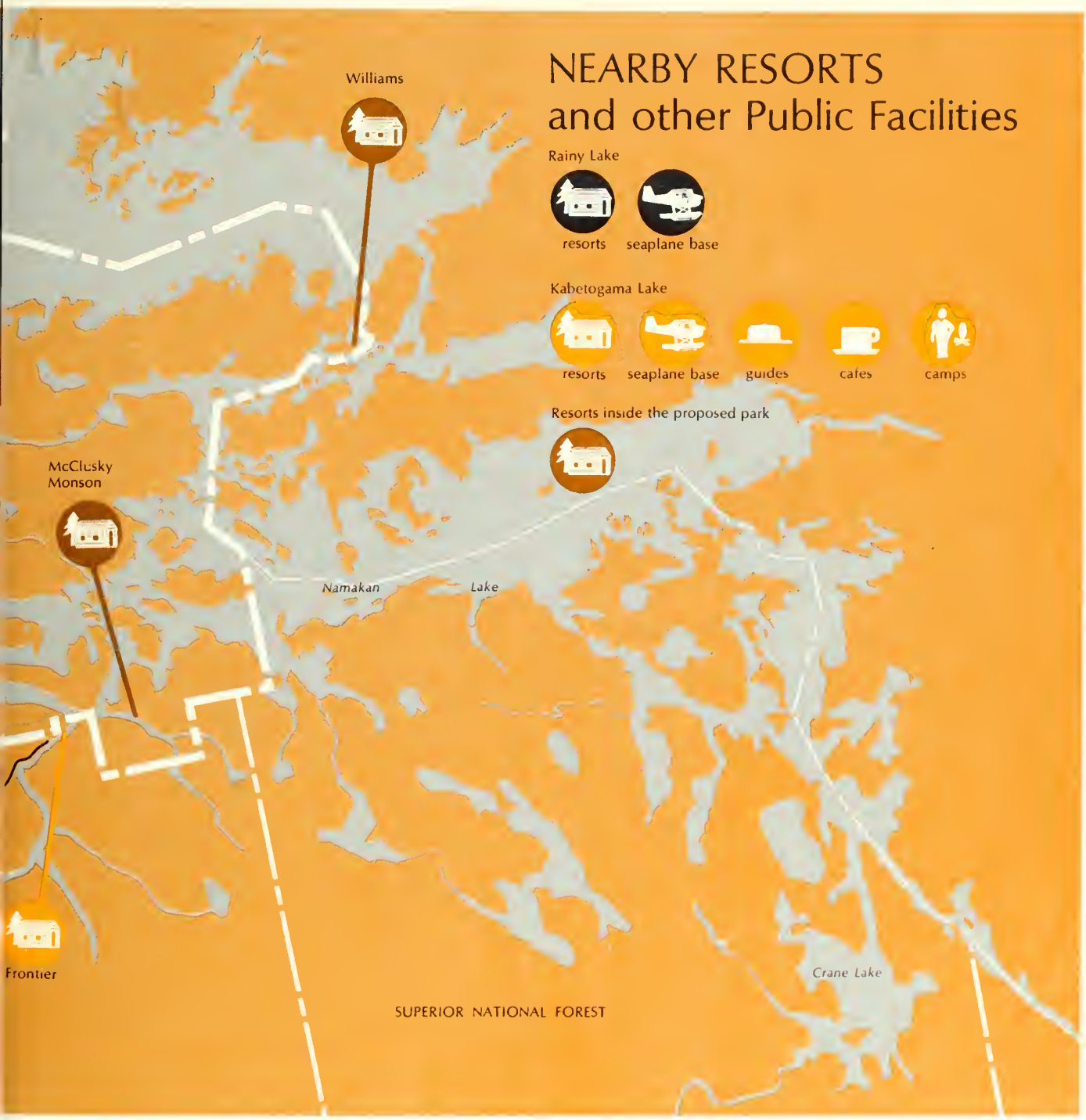
6 KEMPTON CHANNEL
Docking facilities, primitive camping, picnicking, hiking.

7 LOST BAY
Docking facilities, primitive camping, picnicking, hiking.

8 SULLIVAN BAY
Visitor center (seasonal), marina, camping, picnicking, hiking.

9 KETTLE FALLS
Food and lodging, marina, camping, hiking.

Rainy Lake
Rainy Lake
CANADA
UNITED STATES
Northernaire Floating Lodges
Atsokan Island
Anderson Island
Ancorage
Rainy Lake Lodge
Belle Haven
Island View Lodge
Sha-Sha Lodge
Four Islands
11
Bohman Airways
Black Bay
Gold Portage Boy's Camp
Arrowhead Lodge
North Star
Park Point
Frederick's
Birch Grove
Totem Pole
Moosehorn
Grandview
Howard
Hansen
Berggren
Bohman Airways
Rat Root River
Kabetogama Lake
Lost Acres
Whaley's
Chippewa Lodge
Blue Top
Rocky Point
Calm Bay
Northern Lights
Tomahawk
Rocky Ledge
Granholm's
Idlewild
Aldin House
Deer Horn
The Yates
Harmony Beach
Four Winds
Magie's Point
Pine Aire
Lewis Lakeview
Cline's
Esslinger's
Kabetogama
Birch Haven Cabins
to International Falls
53
Harold Flood
Jack McGurk
Melvin Loen
Homer Shipley
Sis's Cafe
Pine Ridge Inn
Ash River Trail
Ash River


NEARBY RESORTS
and other Public Facilities
Rainy Lake
resorts
seaplane base
Kabetogama Lake
resorts
seaplane base
guides
cafes
camps
Resorts inside the proposed park
Williams
McClusky
Monson
Namakan
Lake
Frontier
SUPERIOR NATIONAL FOREST
Crane Lake

Administration

Park headquarters and the main visitor center (both open the year round) would be at Neil Point on Rainy Lake. Though this tract would adjoin the sizable development area there, proper siting and screening would insure that official activities and staff residences do not detract from the scene. Part of the permanent staff would live here during the winter, the rest in nearby communities.

The visitor centers at State Point and Sullivan Bay would for the present be operated only in season. Here, as at Neil Point, administrative facilities would be so located as not to intrude on visitor-use areas. Functions would be combined into as few buildings as possible.

After the park is fully developed, the staff would total about 30 permanent employees, plus a number of seasonal employees.

Concessions within the park would consist largely of marina operations, boat rentals, tour services, the Kettle Falls Hotel, and possibly campground operations. Most of these services would also be available outside the park. Off-premise boat concessions would need only a permit to operate within the park. The development of private campgrounds outside the park would be encouraged.

The Department of the Interior—the Nation's principal natural resource agency—has a special obligation to assure that our expendable resources are conserved, that our renewable resources are managed to produce optimum benefits, and that all resources contribute to the progress and prosperity of the United States, now and in the future.

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